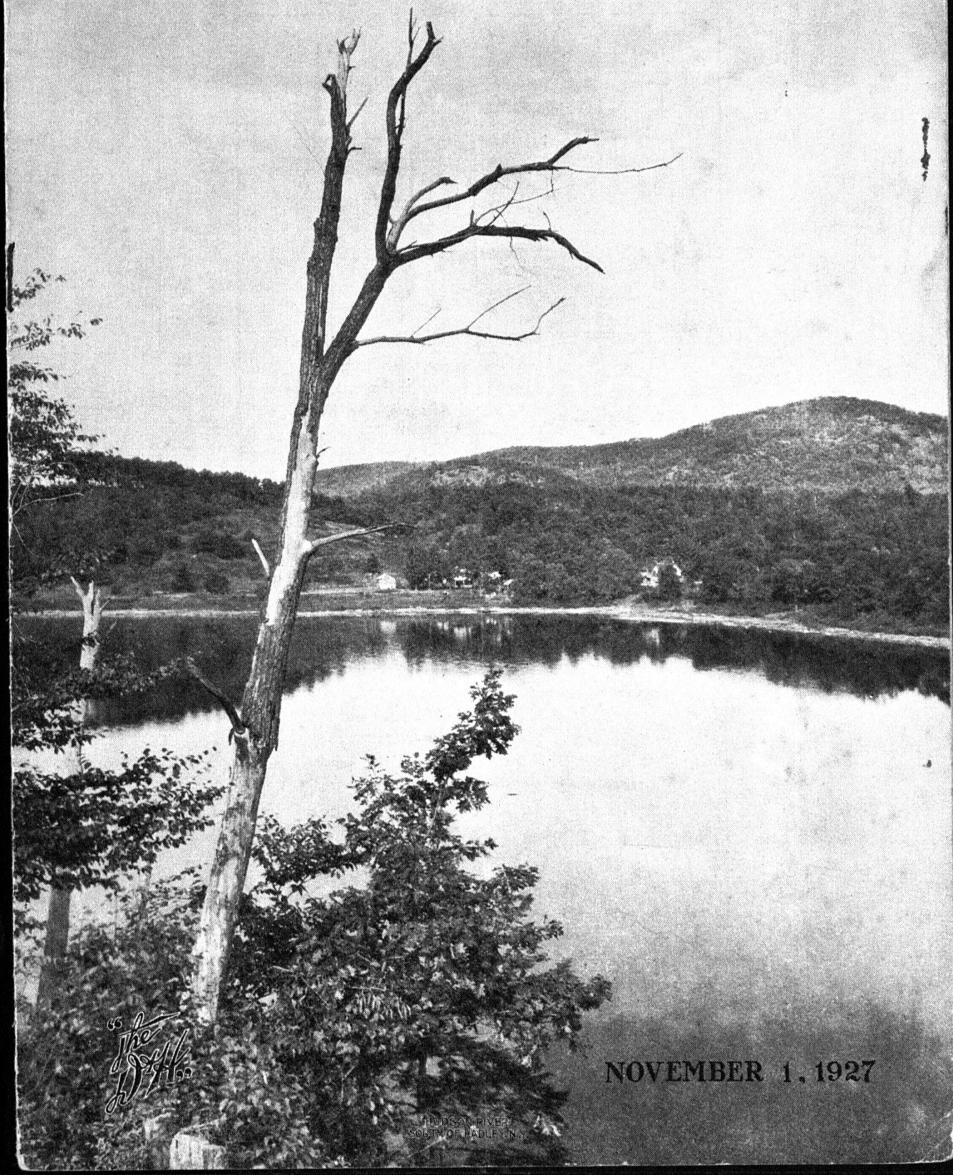
THE DELAWARE AND HUDSON COMPANY BULLETIN



NOVEMBER 1, 1927

GLANCING at a map of the United States, with 250,000 miles of railroad traversing it in all directions, one has difficulty in believing that the same vast territory, only a century earlier, was virtually without a single mile of railroad.

Railroads were bold ventures in the beginning. Men pinned their faith to these costly enterprises before any one could be sure that they would become the indispensable arteries of trade and travel which they afterward did become. Wildernesses were penetrated and subdued by the railroading pioneers. Without the vision and the practical aid of those audacious spirits, it is inconceivable that this vast nation could have been knit together with political and social and economic ties as it is today.

From the Boston (Mass.) Traveler.

The DELAWARE AND HUDSON COMPANY BULLETIN

Vol. 7 Albany, N. Y., November 1, 1927 No. 22

Was One Of Our Builders

Son of Boss Framer on the Rensselaer and Saratoga Followed in Father's Footsteps Until No Longer Physically Able to Do So

NO, it was not always thus! These tracks and bridges over which our trains travel, these shops wherein our cars and locomotives are made safe to run, these yards for the classification of our trains, these stations and freight houses for the accommodation of our patrons or their goods, and many, many other facilities which we employ from day to day, and year to year, in the course of our work were a part of the Company's holdings long before we entered its service, but even at that it was not always thus. It is true that notable improvements in these facilities and in railroad service in general have been wrought during our time, but there had be to a beginning before this could be done and so it is that to another generation we owe a debt of gratitude for having made possible this progress.

ASA ROBINSON

In some instances it has been possible even at this date to parallel the corporate history of The Delaware and Hudson, which now extends over a period of more than one hundred and four years, with the lives of father and son, both of whom were in its service, through the recollections of the latter. We are still able, also, with the assistance of the older surviving veterans of the service, to connect up woodburner and link and pin days with the present. Other veterans of lesser service point out to us the beginning of "this or that," which, except for their kindly indulgence, we might otherwise be ignorant of.

To the most of us the big car shop and other buildings at Green Island are landmarks, yet to ASA ROBINSON, a former carpenter who was retired on pension on April 1, 1915, they are but the tangible evidence of developments that took place during his railroad career. He was born at West Troy, N. Y., now Watervliet, November 12, 1853, youngest of six children of the late Aistroppe Robinson, a carpenter. Three brothers became boatmen on the Hudson river, two attaining the rank of captain and one that of engineer, but he chose carpentry as a profession when his school days, which included four years at Transylvania Institute at Brainard's Bridge, three or four miles east of Nassau, N. Y., had been concluded.

In the fall of 1869 he entered the employ of the Company as a carpenter's apprentice and assisted in putting the roof on the roundhouse at Green Island, his particular task being that of hoisting the purlins by means of a block and

tackle. His father was the boss framer on the Rensselaer and Saratoga railroad, which now forms a part of The Delaware and Hudson lines, and as such also helped to build the Green Island shops. F. S. Uhle was the master of bridges.

Due to business conditions he was laid off three or four months later. Then he also turned to the river and for a year was employed on a Robert Robinson Line barge handling lumber tows between Troy and New York City. Next came a clerkship in a grocery store in Broadway, West Troy (Watervliet), for about a year, following which he was engaged at such odd jobs as he was able to find until the fall of 1871 when business on the railroad had improved and he was able to reënter the service of the Company. He was again employed at Green Island and assisted in the completion of the car, machine and blacksmith shops. Thereafter, for forty-four years and seven months, his employment was continuous.

His rating as an apprentice during the earlier years of his career was something of a misnomer for instead of receiving the customary rate of sixty cents a day he was paid $1.50. This was due, as he now recalls it, to his knowledge of carpentry previously acquired from his father.

In 1872 he assisted in building the first station at Comstock, on the Saratoga division. I. V. Baker, then superintendent of the Rensselaer and Saratoga, lived on the site now occupied by the Great Meadows prison and it was from him that it was acquired by the State of New York. He knew Baker well and recalls him as a very slender man of small stature, but keen and very bright.

He also assisted in rebuilding the stations at Fair Haven, Poultney and Hydeville, and helped to frame, at East Line, the freight house that first stood on the site of the present building at Saratoga Springs. The freight house at Green Island, he also helped to frame.

When the first iron section of the bridge between Green Island and Troy was installed he was one of the workmen engaged on the job. The section replaced extended from Green Island to Starbuck, now Center island. It was built of timbers three or four inches thick by ten or twelve wide, fastened together with oak pins. It was during this time that he narrowly escaped being killed; as it was, he declared he experienced the "scare of his life." He was riding a "cap" into place when a sling broke and but for the fact that one end had just been made secure, he would have been hurtled some forty feet to the rocks below.

Other bridge work in which he had a hand was that of replacing a deck span at Center Rutland; the building of the first trestle below Ft. Edward to replace one destroyed by fire; and the construction of the first trestle at South Bay, north of Whitehall. He also helped to build the freight house at Livingston Avenue, Albany, which was destroyed by fire only a few months ago. This building, because of its peculiar shape, resulting from a conformance to property and street lines, was something of a curiosity, he claims, since no two pair of its rafters were of the same length.

For several years during the time that J. L. Cory was master mechanic at Green Island, he did roof work almost altogether and then for about twenty years had charge of the tools with which the wrecking outfits at Green Island, Plattsburg, Rouses Point and elsewhere north of Albany, were equipped. He also set many of the machines once used in the Green Island shops, including the placing of the timbers to support the countershafts.

Altogether, he served under seven master mechanics, namely, "Nick" Graham, J. L. Cory, John Dykeman, A. B. Buchanan, "Joe" Osborn, "Billy" Malthaner, and John Stranahan. From June 1, 1910 until he retired from the service, he was employed at Colonie doing cab and pilot work in the roundhouse.

Unfortunately he is one who carries scars of the service. On July 20, 1889, a burr from a truss rod that was being repaired in the blacksmith shop at Green Island, lodged in his left eye, causing the loss of its sight. And then on January 5, 1909, his right heel was crushed when caught under a car wheel that had gotten out of the control of a workman who was rolling it. But despite these handicaps and the fact that on seven different occasions during a period of a few years he was a victim of pneumonia, he is today enjoying good health which has come to him as a result of changing from city to country life. With the assistance of a relative he is caring for the many duties incident to the conduct of an eighteen-acre farm and declares that there is nothing that can surpass farm life for health and contentment.

His wife was formerly Lillian R. Stevens of Watervliet, N. Y., and their only child, a daughter, died in 1911, at the age of nineteen.

Mr. Robinson is a member of The Delaware and Hudson Veterans' Association, Andrew Jackson Council No. 78, O. U. A. M., of Green Island, and the First Baptist church of Watervliet. His address is Cohoes (R. F. D.), N. Y.

Nine Digits, A Cipher and Punched Holes

VIII—Maintenance of Way Department Timekeeping, Payroll and Labor Distribution Routine

ALTHOUGH five different tabulating card forms are used in the punched hole method of handling our Maintenance of Way labor statistics—the wage card, payroll card, master card, deduction card, and distribution card—but two of them can be considered as carrying strictly payroll data. The following short description of these cards will indicate the purpose of each:

The Wage Card

As soon as the daily labor reports are received in the office of the Auditor of Disbursements the following information appearing thereon is transferred to the wage card by key punch operators:

Count of Employes
Section or Gang Number
Employe Working Number
Employe Class
Rate of Pay
Hours Worked
Kind of Time

After verification, the wage cards are placed in an electric gang punch and the year, month, pay period, day, division, sub-division and department punched thereon.

At this stage the wage card constitutes a daily record of the hours worked by each employe. In order to complete a card for payroll purposes it is necessary to punch the earnings. This is accomplished by sorting the wage cards with master rate cards, on which have been punched the earnings for the hours and rates appearing on the wage cards; after which all cards are placed in an electric gang punch and the earnings punched on the wage card.

The Payroll Card

When all the wage cards for a payroll period have been punched they are automatically sorted to employe working number by an electric sorting machine. This done, the wage cards, together with the master cards, are placed in an electric accounting machine which, at the rate of seventy-five cards a minute, prints all the necessary data in report form. From these sheets, which contain the employe's working number, income tax number, occupation code, hours worked and earnings by kinds of time, the payroll cards are punched.

From the payroll cards are compiled the payroll, income tax returns, compensation reports and other labor statistics.

The Master Card

A card form for each employe, called the master card, is used in conjunction with tabulation made from the wage card. The master card shows the employe's name, occupation, income tax number and working number, all printed in a blank space on the face of the card. The perforated information consists of the division, sub-division department, income tax number, section or gang and working number. The master cards are filed in payroll order and tabulated with the wage cards for the purpose of printing the income tax number on tabulation made preparatory to the punching of the payroll cards.

The Deduction Card

When an employe requests that such items as insurance, board and watches be deducted from his wages, a complement card is prepared for the purpose of automatically deducting such item or items from the wages due him. This process of making deductions on electric accounting machines through additions has already been touched upon in a previous article.

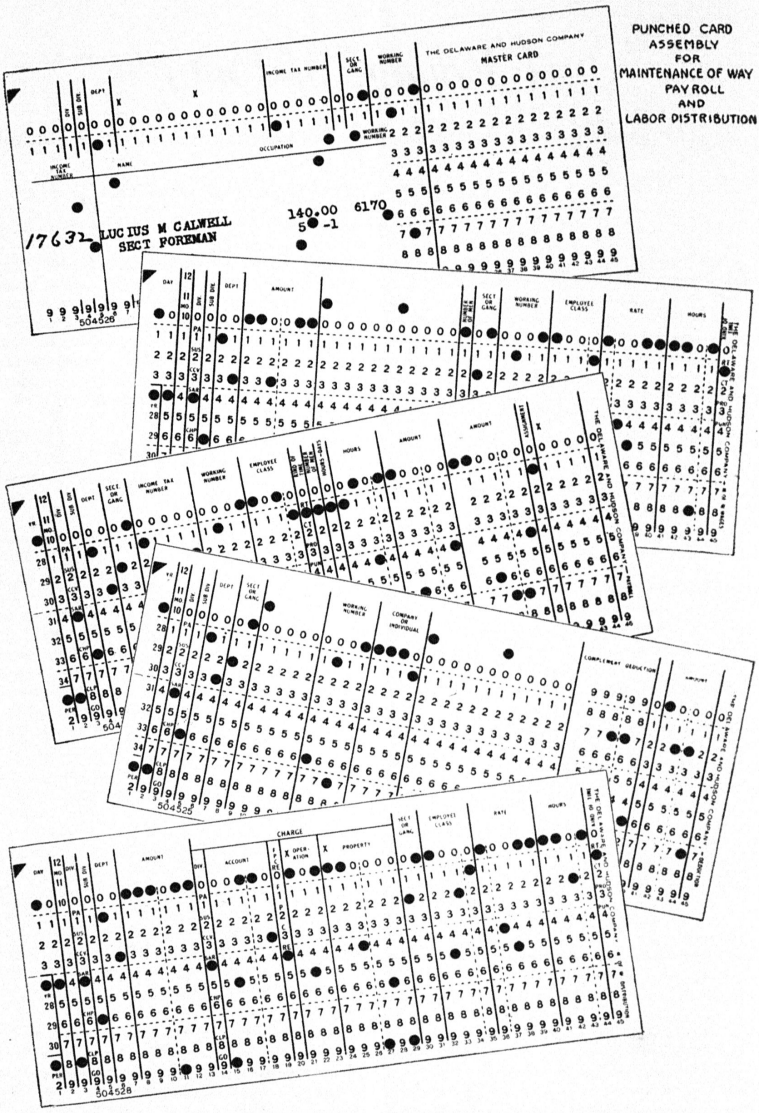
The Distribution Card

The distribution of Maintenance of Way Department labor is handled by a tabulating card on which the following data is key punched from information appearing on the labor reports:

Division Chargeable
Account
Operation
Property Code
Section or Gang
Employe Class
Rate of Pay
Hours
Kind of Time

The year, month, pay period, day, division, subdivision and department are punched on an elec-

Carlona — WDT-23-29



PUNCHED CARD ASSEMBLY FOR MAINTENANCE OF WAY PAY ROLL AND LABOR DISTRIBUTION

(Turn to Page 333)

A Voyage of Duty

Being Baroness Riedesel's Experiences With the English Army and As a Prisoner in America, From 1777 to 1783

By W. J. COUGHTRY, *Recorder*

(Continued from Last Issue)

ON October 17 the capitulation was consummated. After the formalities of surrender her husband's groom brought her instructions to join him with the children. Entering her calash, she drove through the American lines amid greetings of compassion instead of the expected scornful glances. As she reached the headquarters, she was met by a fine-looking man, later found to be General Philip Schuyler, who took the children from the wagon, embraced and kissed them and then helped her to alight. He then ushered her into the tent of General Gates who was engaged in friendly conversation with Generals Burgoyne and Philips. As she entered, Burgoyne told her that she might now dismiss all her apprehension, for her sufferings were at an end. To this she replied "that she should indeed be acting very wrongly to have any more anxiety when her chief had none, and especially when she saw him on such a friendly footing with General Gates."

All the generals remained to dine with the American commander. General Schuyler, after remarking that she might find it embarrassing to dine alone with so many gentlemen, invited her to come with her children into his tent and partake of a frugal meal, which he offered with his best wishes. Thankfully accepting with the reply: "You are certainly a husband and father, since you show me so much kindness," she ate in contentment a dinner consisting of smoked tongue, beefsteak, potatoes, fresh butter and bread, which she describes as the equal of any she had ever had. Later that day, on the advice of her husband, she accepted Schuyler's invitation to become a guest at his home in Albany. Starting at five, with an escort furnished by Schuyler, she stopped for the night after a delightful three hour ride. Here she was joined later in the evening by her husband. Resuming the journey early the next morning they reached Schuyler's mansion in Albany, at the head of the street which bears his name, during the afternoon. They were cordially received by the General, his wife and daughters, with whom she formed a close and lasting friendship. After an enjoyable three days' visit, they started with the captive army, under guard, for Boston. Their journey, she writes, "was very tedious, besides being attended with considerable hardship." Their calash was everywhere closely inspected by curious people who were, she records, very friendly and particularly delighted at her ability to speak their language.

The prisoners finally reached Boston and were quartered in barracks, made of boards, erected in 1775 as a shelter for the Americans while besieging General Gage in that city, near Winter hill. General Riedesel and his family were billeted in a house in which they occupied one room under the roof. Straw, which Madame Riedesel placed under their field beds, served them for a long time, all their camp equippage save their baggage having been stolen during their stay in Albany. The women servants slept on the floor and the men servants in the entry. Their host, who was friendly, allowed them to eat in his room in which his entire family ate and slept together, but his wife subjected them to many petty annoyances. Three weeks later they were transferred to one of the best houses in Cambridge, the former home of a royalist who had fled.

The officers were not permitted to enter Boston, but Madame Riedesel was frequently the guest in that city of Mrs. Carter, a daughter of General Schuyler, whom she admired as greatly as she disliked her intensely patriotic husband. Mrs. Carter, she writes, often visited her and also dined at her house with the generals. Boston, she describes, as beautiful, but its people violently patriotic. While in Cambridge, she witnessed, to her amazement, the moving of an entire house by first raising it with a screw and then placing beneath it long logs with wheels attached to the ends. This American practice in house moving was then, and for more than half a century afterwards, unknown to the English as it was to Madame Riedesel.

(Turn to Page 335)

The
Delaware and Hudson Company
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 7 November 1, 1927 No. 22

As we pay to others, we are paid;
Life gives us back what we give.
And so we do not live to trade,
But trade that we may truly live.

—ANONYMOUS.

Super-Human Railroad Feats

By HOWARD COONLEY,
President of the Walworth Company of Boston, Mass.

COLONEL LINDBERGH'S miraculous flight from New York to Paris, opening the eyes of the world to the possibilities of aerial transportation, reminds us forcibly of the equally picturesque circumstances that surrounded the connection of the East and West by rail. I imagine that the people of that generation dreamed as little of the part that the railroads would play in the development of this country as we of today can picture the future of aviation as an instrument of commercial development.

For some reason the world takes things for granted and fails to realize the romance that is woven daily into our industrial life. The public service corporations in particular are assumed to belong to our people by eminent domain, and the super-human feats which they have performed are unappreciated, or even unknown.

Think of the development of our great carriers in 26 years, from 192,556 miles to a total of 235,612! Think of the carriage of merchandise in the astounding tonnage of 2,422,334,000 tons in 1926 with practically no delay and no mishandling of material! In 1900 the total tonnage was 1,101,680,000. Think of the record of safety to passengers and the general public! The percentage of passengers killed or injured is so infinitesimal as to be possible of expression only in long decimals. Consider the added efficiency which has made it possible in the past few years for railroads, while greatly increasing the tonnage handled, to operate with a surprising falling off in car requirements. Ten years ago 175,000 additional freight cars a year were the normal requirement; today 100,000 seem to be ample to meet the requirements under the highly efficient methods now being used to conserve rolling stock and motive power.

Prevention Cheaper Than Cure

THERE is a growing tendency toward the practice of preventing sickness through the medium of periodic physical examinations. Just as automobiles are taken to the garageman from time to time to have him certify that they are safe to run, or make such repairs as will make them mechanically fit, folk with good foresight take their bodies to the doctor for inspection and depend upon him to find conditions, if any exist, that if permitted to continue undiscovered might result in a prolonged illness. In either instance, it must be admitted that the cost of prevention is less than what the cost of effecting a cure might be.

In this connection we have the statement recently made by Dr. Louis I. Dublin, statistician for the Metropolitan Life Insurance Company, to the effect that "illness costs American families an average of $80 each per year," and the further comment by a leading editorial writer that "it would be cheaper for the families and better for the doctor if the latter were on a continuous retainer to keep sickness away, instead of being called on after the sickness had got a running start."

To a Grouch

IT is not fair that one should wear
Upon his face a frown.
To view with hate one's chosen fate
Is not the way to win a crown.

If you did not care to take the dare
And make your dreams come true,
You cannot blame that fickle dame—
Some call her Luck; she visits few.

To wish and sigh with envious eye
Is not the way success is won;
But when you smile, and toil the while,
She smiles on you, and life is fun.

—TOPEKA CAPITAL.

We see time's furrows on another's brow,
How few themselves in that just mirror,
see! —YOUNG.

Nine Digits, A Cipher and Punched Holes

(Continued from Page 330)

tric gang punch in a manner similar to that followed in punching like data on wage card.

Verification

To determine by the punched hole method whether or not the proper amounts have been recorded on the wage and distribution cards is a simple matter. This is done by totaling the amount on the electric accounting machine. The totals representing the earnings as shown on the wage card and the amount as shown on the distribution card should agree.

Statistics

With the time worked and distribution thereof permanently recorded on tabulating cards all the data necessary for any required report bearing on this phase of railroad accounting is ready for automatic handling; which means that such vital statistics as those contained in the following divergent reports are compiled and put in finished printed form through the agency of electric machines:

Labor Distribution Report (showing the time and charges to the various accounts, sub-accounts, class of service by sub-divisions and departments).

Analysis of Charges (showing the property, account, operation upon which each class of employe has worked during the month, together with the number of hours, rate and amount) which is required by the Division Accountants for the rendering of bills.

Charges and Credits to Appropriations.

Payroll.

Preparing the Payroll

While a great many advantages are derived from handling Maintenance of Way data with electric tabulating and accounting machines, perhaps the greatest benefits are derived in the bimonthly preparation of the payroll.

The nature of this work makes it a last minute accounting job. Twice a month the wages of nearly 3,200 employes have to be computed, and a check drawn for each. Thus it can be seen that any method short-cutting payroll preparation would be an accounting aid of great value.

THE DELAWARE AND HUDSON COMPANY

LABOR DISTRIBUTION

REPORTING DIVISION
- [ ] PENNSYLVANIA CODE 1
- [x] SUSQUEHANNA " 2
- [ ] C. & C. V. R. R. CO " 3
- [ ] SARATOGA " 4
- [ ] CHAMPLAIN " 6
- [ ] C. & L. P. RY. CO. " 8
- [ ] GENERAL OFFICE " 9

DEPARTMENT TRACK MONTH AUGUST 192 7

DIVISION CHARGEABLE
- [ ] PENNSYLVANIA CODE 1
- [x] SUSQUEHANNA " 2
- [ ] C. & C. V. R. R. CO " 3
- [ ] SARATOGA " 4
- [ ] CHAMPLAIN " 6
- [ ] C. & L. P. RY. CO. " 8
- [ ] GENERAL OFFICE " 9

	ACCOUNT NUMBER	ACCOUNT CODE	SUB ACCOUNT	FRT PASS COM	SUB-DIVISION	HOURS	HOURS SUB-TOTAL	AMOUNT	AMOUNT
		202	2	3	2	1100	1100	49687	49687
		219	2	3	1	680	680	32550	32550
		220	2	3	2	930	930	43140	43140
		400	2	1	1	1040	1040	43680	43680
		404	2	3	2	310		13950	
		404	1	3	2	20		900	
		404	2	3	3	40	370	1620	16470
		950	1	3	1	1360	1360	63173	63173
									248700

Inasmuch as the punched hole method had effected radical improvements in other realms of our Accounting Department we determined to work out a scheme whereby our electric tabulating installation should cut time and effort in our Maintenance of Way procedure and yet preserve the all-important quality of accuracy. So the routine described in this article was devised and put into operation.

The processes of rendering to the Auditor of Disbursements all pertinent data, and of recording such information on the various tabulating cards already mentioned brings us up to the point where the payroll itself is to be prepared.

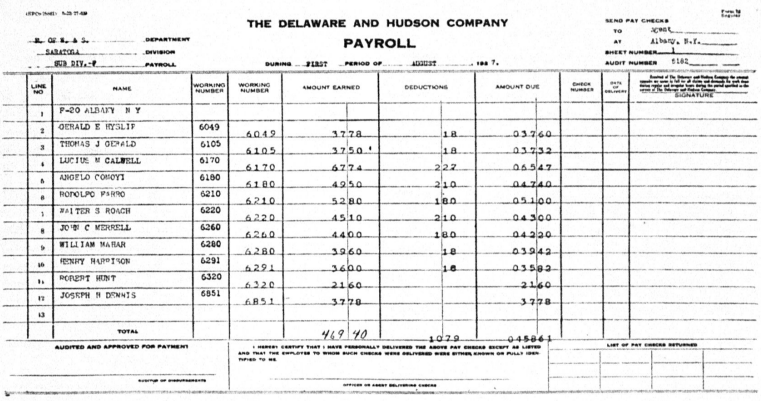
The payroll form, 14 inches by 15 inches in size, contains space for data concerning thirty employes, a line for each. The names of these employes are filled out in employe number se-

quence. At the middle and end of each month the payroll forms are run through an addressograph which prints the names in the first column and the employe numbers in the second. These sheets are prepared in groups, one group to a department or pay check delivery station.

At the end of the payroll period the payroll and deduction cards are sorted in payroll order. The proper payroll sheets and payroll and deduction cards are then placed in the electric accounting machine, which prints in their respective columns the working number, amount earned, deduction and amount due. When the last card of an individual payroll group has been reached the machine prints the total of the deductions and amounts due.

Since the working number printed by the addressograph and that printed by the electric accounting machine are side by side in adjoining columns, checking the payroll means merely a glance down the page to see that both these columns begin with the same number, and that the numbers run consecutively down the page.

And that is all there is to payroll preparation by the punched hole method. The elimination of much clerical effort is one of the advantages gained. Perhaps the greatest outstanding feature is the fact that this method permits the keeping of time return records strictly up to the minute by means of the wage cards which are punched daily on receipt of the daily labor reports. In short, placing our Maintenance of Way accounting on what might be called a "mechanical basis" furthers our aim of placing our Accounting Department on the highest possible plane of efficiency.



THE DELAWARE AND HUDSON COMPANY

PAYROLL

DEPARTMENT: R. OF W. & S. — DIVISION: SARATOGA — PAYROLL: SUB DIV.-4

DURING FIRST PERIOD OF AUGUST 1927.

SEND PAY CHECKS TO ADDRESS AT Albany, N.Y. SHEET NUMBER 1 AUDIT NUMBER 5182

LINE NO	NAME	WORKING NUMBER	WORKING NUMBER	AMOUNT EARNED	DEDUCTIONS	AMOUNT DUE	CHECK NUMBER	DATE DELIVERY	SIGNATURE
1	F-20 ALBANY N Y								
2	GERALD E HYSLIP	6049	6049	37.78	18	03760			
3	THOMAS J GERALD	6105	6105	37.50	18	03732			
4	LUCIUS M CALDWELL	6170	6170	67.74	2.22	06547			
5	ANGELO CONOVI	6180	6180	49.50	2.10	04740			
6	RODOLPO FARRO	6210	6210	52.80	1.80	05100			
7	WALTER S ROACH	6220	6220	45.10	2.10	04300			
8	JOHN C MERRELL	6260	6260	44.00	1.80	04220			
9	WILLIAM MAHAR	6280	6280	39.60	18	03942			
10	HENRY HARRISON	6291	6291	36.00	18	03583			
11	ROBERT HUNT	6320	6320	21.60		2160			
12	JOSEPH N DENNIS	6851	6851	37.78		3778			
13									
	TOTAL			469.40	10.79	045861			

AUDITED AND APPROVED FOR PAYMENT

AUDITOR OF DISBURSEMENTS

I HEREBY CERTIFY THAT I HAVE PERSONALLY DELIVERED THE ABOVE PAY CHECKS EXCEPT AS LISTED AND THAT THE EMPLOYES TO WHOM SUCH CHECKS WERE DELIVERED WERE EITHER KNOWN OR FULLY IDENTIFIED TO ME.

OFFICER OR AGENT DELIVERING CHECKS

LIST OF PAY CHECKS RETURNED

Bowlers Have Outing

As a most enjoyable prologue to their 1927-8 bowling schedule, the members of The Delaware and Hudson Athletic Association's ladies' bowling league held an outing and clambake at Picard's grove, near Voorheesville, on Saturday afternoon, September 24. Various field sports were the order of the afternoon and, following the serving of the bake, dancing occupied the evening hours. No less than seventy-five members of the league and their friends attended.

It is only the man who lathers that can shave.
—ERNLE.

How's This

The boy left the farm and went to the city, where he did well and eventually got in the swim to some extent. A brother stuck to the farm. One day the farm boy got a letter from his city brother, and among other things it said:

"Thursday we autoed out to the country club where we golfed till dark. Then we motored to the beach and Fridayed there."

The farm boy wrote back:

"Yesterday we flivvered to town and baseballed all afternoon. Then we went to Mead's and pokered till morning. Today we muled out to the cornfield and geehawed until sundown. Then we suppered and piped for a while; after which we staircased up to our room and bed-steaded until the clock fived."—*Wroe's Writings.*

A Voyage of Duty

(Continued from Page 331)

Their captive sojourn in Cambridge, where they were happy and contented, continued about a year. Upon the refusal of Congress to ratify the stipulation in the capitulation providing for the return of Burgoyne's army to England, Clinton, the English general, claiming that they had now become ordinary prisoners of war, refused to furnish further provisions for them. As a consequence, they were, in November, ordered to Virginia. Before their departure, General Riedesel intrusted to the care of his wife the German colors which the Americans supposed had been burned at Saratoga. These, with the aid of a friendly tailor, she concealed in a mattress which she turned over to an English officer who carried it, as his bed, safely to New York. He sent it to Halifax, where it was later recovered by Madame Riedesel upon her return to Canada.

Their journey to Virginia, over frozen and almost impassable roads, in rain, snow and wintry winds and through four states was six hundred and seventy-eight miles and required three months to cover. Madame Riedesel and her children traveled with the army in an English coach. Provisions, which were supposed to follow them, were often delayed, and she and her children frequently suffered from lack of food. At Hartford, during one of their halts, which were made every fourth day, she entertained General LaFayette at dinner. During the meal which she describes as "only respectable," owing to their scant supply of provisions, he was so polite and agreeable that she was relieved of all embarrassment. Their conversation, entirely in French, gave her great joy and his attending Americans much vexation. At Fishkill, before crossing the Hudson, the captive army was reviewed by General Washington. Lancaster, Pennsylvania, was reached in December. Here they barely escaped serious harm at the hands of the infuriated inhabitants, to whom it had been falsely reported that the King of England had made a present of the town to General Riedesel, as a reward for his services, and that he had now arrived with his troops to take possession. At other places where halts were made they suffered many indignities from the inhabitants, who called them "Dutch butchers."

Madame Riedesel met with rebuff after rebuff during the trip and at times provisions were denied though she was willing to pay liberally for them. One day she saw some fresh meat which she tried to purchase. The woman to whom she applied refused and, with a snap of her fingers, said: "You shall not have a morsel of it. Why have you come out of your land to kill us, and waste our goods and possessions? Now you are our prisoners; it is, therefore, our turn to torment you." To this woman's credit it may, however, be said that she was unable to resist the appeal of one of Madame Riedesel's little daughters, whom she took into her house, giving her an egg. This the child refused, saying, "I have still two sisters." At this the woman relented and gave to Madame Riedesel three eggs, saying, "I am just as angry as ever, but I cannot withstand the child." She later gave them bread and milk. At another time the sight of a small package of tea proved strong enough to overcome the scruples of a woman who had refused to sell supplies. In Virginia, when the store of provisions was entirely gone, a woman refused some cornmeal, declaring that "it is for our negroes, who work for us, but you have wished to kill us." An English officer, exceedingly touched, went among the men to see if he could not obtain something for them, finally securing from a driver of one of the baggage wagons a piece of old bread so hard that one could not bite off even the smallest piece. Breaking off, with some effort, a small piece, Madame Riedesel offered it to her youngest daughter who refused it saying, "my sisters are more hungry than I." The other two also refused it, wishing to leave it for their little sister. She thereupon divided it into three parts, giving one to each.

She reached Colle, Virginia, their destination, about the middle of February, 1779, where her husband, who had gone ahead with some of the troops, awaited her. They secured as living quarters the home of an Italian, who, with his family were to be away for some time. The captive troops were stationed at Charlottesville, two hours ride from Colle. At first they endured many privations. Many cattle and hogs, killed in expectation of their earlier arrival, had to be buried owing to the absence of salt and ice and soon became either tainted or totally unfit to eat. The troops were quartered in block houses, without plaster and destitute of doors and windows. Working, with great industry, they soon built comfortable barracks. Behind each, they laid out gardens and built small inclosures for poultry. As soon as the old provisions were con-

sumed, they received fresh meat and corn meal sufficient to make bread. They were now in want of nothing but money, very little of which was sent to them by the English, making it difficult at times to secure credit which often caused them great inconvenience.

In the spring, General Riedesel built a large house, with a great drawing-room in the center and two rooms upon each side at a cost of one hundred guineas. Round blocks, used as a substitute for chairs, were also used for a table, laying boards upon them. Here they lived pretty contentedly for three or four months. While at work in his garden, the General suffered a sunstroke from which he never fully recovered. Later, accompanying him to Frederick spring to take the baths recommended by his physician, Madame Riedesel became acquainted with General Washington's family and many others, who were very friendly. Among the Virginians, of whom she speaks in warmest praise, she formed many loving associations and lasting friendships.

While at the baths, the General received orders to proceed to New York, together with General Philips and their adjutants, for exchange. In August, 1779, his wife started for York-town, Pennsylvania, to join him, stopping en route for a visit to Madame Garel, whom she had met at the baths, at her estate near Baltimore, remaining with her for ten days. Reaching York-town she joined her husband and his party and together they started for New York. While awaiting some of their party at Bethlehem she visited the settlements of the Moravian brethren. Reaching "Elizabeth-town," (Elizabeth, New Jersey) opposite Staten Island, they were hospitably received by the royalists they found there. Their anticipation of an immediate crossing to New York and their restoration to freedom that evening was shattered by the appearance of an officer, sent by General Washington, with orders to return to Virginia, as Congress had refused to ratify their exchange.

The following day, with heavy hearts they began their return, stopping at Bethlehem, where her husband and General Philips were permitted to remain until the particulars of their exchange, which were yet unfinished, should be settled. Here the party, which consisted of sixteen persons and twenty horses, obtained quarters at the inn at which they stopped on their northward journey. The landlord, a member of the community of the Moravian brethren, would make no definite agreement as to price, but being without funds, this they found quite convenient as he assured them he would cheerfully wait for his pay until the money was received. After a residence there of six weeks, and just as permission was received to proceed to New York on parole, he handed them, to their great surprise, a bill for thirty-two thousand dollars in Continental paper money, equivalent, at the time, to about four hundred guineas in English money. A passing royalist, seeking the purchase of "hard money," fortunately relieved them from their embarrassment, else they would not have been permitted to leave the town.

Leaving Bethlehem at the end of November, 1779, Madame Riedesel reached New York late one evening, where her husband, who had preceded her, had already arrived. She was conducted to the house of Governor Tryon, which she for a time believed to be a public house. Among her callers were Lord Cornwallis and General Clinton. The latter placed at her disposal a country seat on Long Island to which she immediately hurried to inoculate her children against smallpox which was raging in the city. This house, which she describes as beautiful, was built for summer occupancy and they suffered severely from the winter's cold. As soon as the children had recovered from their inoculation, she returned to a house in the city, "beautifully fitted up throughout with mahogany furniture." Expressing her objection to the expense which this would occasion, she was informed that the entire cost would be defrayed by the governor. Here she made many friends by whom she was most courteously treated. At the celebration of the birthday of the Queen she was selected to open the grand ball with one of the generals, in a formal minuet, and later, representing the Queen, sat under a canopy and drank the first toast. On March 7, her fourth daughter was born, to whom they gave the name America. The summer was spent at the country residence, overlooking the Hudson, of General Clinton, who frequently visited her. Upon his final visit, he was accompanied by Major Andre, later captured by the Americans and hung as a spy.

Generals Riedesel and Philips, with their aides-de-camp, were exchanged during the Autumn of 1780, but the rest of the troops captured at Saratoga remained prisoners. Riedesel was immediately appointed a lieutenant-general by General Clinton and given command on Long Island. Here the family remained until the fall of 1781 when he, now in poor health, was sent to Canada to take command of that portion of his corps which had been left behind at the opening of the ill-fated campaign of 1777. Boarding the ship *Little Seal*, after a tedious passage of nine weeks

interrupted by calms and fogs, and a stop at Halifax where the German colors were recovered, Quebec was reached by the middle of September. Four weeks later they went to Sorel, where the General was stationed. During their stay in Canada, in 1782, a fifth daughter was born, whom they named Canada. To their great sorrow she died in infancy, and was buried at Sorel.

While at Quebec, during the summer of 1783, orders were received for the German troops to return to England. Returning at once to Sorel, Madame Riedesel packed her belongings and, after visiting the grave of her little daughter and securing from the parish priest a promise that it would receive proper care, she returned, with her children, to Quebec, where her husband soon joined them. When her husband had seen to the embarkation of the troops, they took dinner and tea with General Haldimand, after which he drove them to their ship, which they boarded with a fond farewell to him and their many friends who came to see them off.

The fleet bearing the returning German troops weighed anchor the next morning and sailed out of the harbor of Quebec. At the mouth of the St. Lawrence they were becalmed for two weeks. During the voyage, in which calms and severe storms were encountered, the ship which bore Madame Riedesel and her family was permitted to leave the fleet and proceed in advance of the others in order that the general might speed the delivery to the King of the important dispatches he carried from the commandant in Canada. Portsmouth was reached the middle of September. Proceeding immediately to London they were graciously received and everywhere welcomed. They were also entertained by the King and Queen at an informal reception, a rare and delicate compliment.

A few days later, upon receipt of intelligence that the fleet was ready to convoy them to Germany, they embarked at Deal and, in three days, reached Stade. Here Madame Riedesel left her husband, who was obliged to remain to attend to the debarkation of his troops. She proceeded to Wolfenbuttel, where, she writes, she found their family mansion in the same order in which she left it for America. Here, a week later, her husband rejoined her. On the following day they left for Brunswick which was reached on a Sunday in September, 1783, ending one of the most remarkable journeys ever undertaken.

She enjoyed a respite of four years from the alarms of war, when her husband was advanced to the rank of lieutenant-general and sent to Holland to support the cause of a stadtholder, (a viceroy in a Netherlands province) after which he returned to Lauterbach. In 1794, he was appointed commandant of the city of Brunswick and he died there in 1800.

Baroness Riedesel then moved to Berlin, spending the remaining eight years of her life in establishing asylums for the orphans of soldiers. She died at Berlin on March 29, 1808, and her remains rest beside those of her beloved husband at Lauterbach. Thus ended the life of one of the most remarkable and lovable of women, who, through her inflexible fidelity to the wishes of her soldier husband, sacrificed home and friends to share with him the horrors of war. The success of the Colonies not only produced a new Nation, but brought good to other lands as well, and not the least of these benefits was the influence and work of Baroness Riedesel, whose memory will live in the hearts of Americans as long as letters shall endure.

(The End)

Making No-Accident Progress

IT is worthy of record here that in the Track and Bridge and Building departments the employes on the Saratoga and Champlain divisions worked through the month of September, last, without suffering a reportable injury. The Saratoga division's man hours meanwhile totaled 193,305, and the Champlain division's, 68,998. The Susquehanna and Pennsylvania divisions had one reportable injury each. In other words there were but two reportable injuries in these departments for the entire system during September, or during 602,576 man hours.

The notable improvement these forces have made in accident prevention work is to be seen when figures for September, 1927, are compared with those of September, 1926, when two employes were killed and nine suffered reportable injuries. As another basis of comparison these departments had one injury for every 57,818 man hours worked during September, 1926, whereas in the corresponding month this year 301,288 man hours were worked per casualty.

Property investment is the value of the road and equipment as shown by the books of the railways, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

Bowling Season Opens

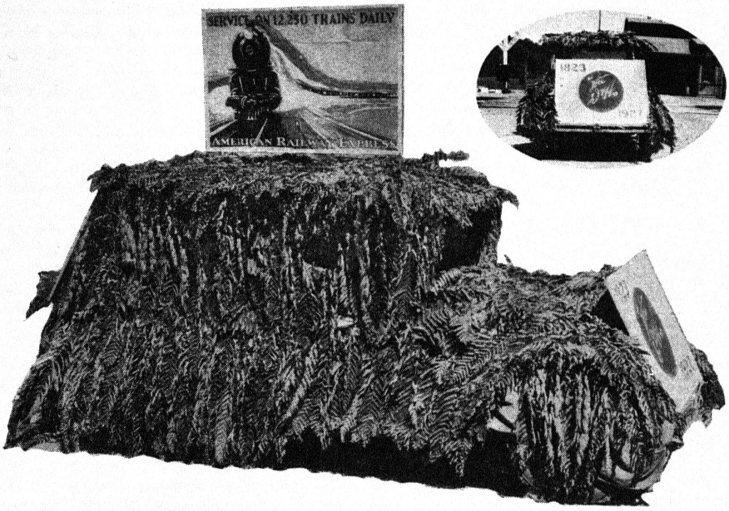
OUR bowlers are once more in the limelight, the season for The Delaware and Hudson Athletic Association's ladies' and gentlemen's leagues in Albany having opened on Monday night, September 26, with eight and fourteen five-member teams respectively. JANE FABBO is president of the former and J. R. LINDSAY of the latter. All games will be rolled on the Railroad Young Men's Christian Association alleys in Broadway, Albany, on Monday, Tuesday, Wednesday and Thursday evenings of each week.

The ladies' league is comprised of the following teams: *Personnel*, JANE FABBO (captain); *Generals*, LILLIAN LASHER (captain); *Superintendents*, MABEL FRANCIS (captain); *Transportation*, AGNES WELCH (captain); *Legal*, MARGARET CARR (captain); *Revenue*, MARGARET TAYLOR (captain); *Reproduction*, MARION MCAVOY (captain); and *Telephone*, CLARA CROWLEY (captain).

In the men's league the teams and their respective captains are as follows: *Purchasing*, LESTER KAHNLE (captain); *Traffic*, ARNOLD KAROW (captain); *Paymasters*, J. R. LINDSAY (captain); *Police*, GEORGE WALDBILLIG (captain); *Passenger*, EARL KEOUGH (captain); *Superintendents*, BERT LONG (captain); *Auditors*, HERMAN VEDDER (captain); *Car*, FLOYD CLOUGH (captain); *Motive Power*, IRVIN KELLEY (captain); *Dispatchers*, GEORGE BONVILLE (captain); *Revenue*, EDWARD RYAN (captain); *Transportation*, ELMER RAGOTZKIE (captain); *Generals*, ROBERT GEMBERLING (captain); and, *Statisticians*, JOHN F. FORNER (captain).

The trouble is it is so confounded easy to make a living in this country most of us are dreaming what a wonderful thing it would be if we didn't have to work at all.
E. S. JORDAN.

The business man of today has to read, yes, and study and go to the root of many things, that he may avoid the pitfalls which surround business upon every side.—*Andrew Carnegie.*



Float Entered in Battle of Fort Anne Pageant

This attractive automobile float, in the decoration of which 1,100 fresh fern fronds were used, was designed by C. E. AUSTIN, our agent at Fort Ann, and entered in the pageant held in that village on July 8 and 9, in celebration of the one hundred and fiftieth anniversary of the Battle of Fort Anne.

Clicks from the Rails

Cheapest in the World

Of the ten cents paid for a loaf of bread in New York, Chicago, or others of the larger cities, according to the Department of Agriculture, the railroads receive a third of a cent for transporting the wheat to the mills and a sixth of a cent for bringing the flour to the baker. If the railroads carried the wheat and flour for nothing, the saving on the price of a ten-cent loaf of bread would be only half a cent. It costs three times as much to retail the loaf as the railroads get for their entire service.

The freight charge on a pound of ham from Cedar Rapids, Iowa, to New York is slightly less than three-quarters of a cent.

If dealers' purchases are made from reasonable sources of supply one never pays as much as a cent a pound in freight charges on sugar, coffee, oatmeal, potatoes, eggs, fresh meat, butter, or some twenty-five other important article of food.

Railroads receive about six cents for carrying a suit of clothes 300 miles, and about five cents for transporting a pair of shoes a similar distance.

On the whole, freight rates on American railroads are the lowest in the world.

* * *

Use of Telephone Increasing

Trains on approximately 60 per cent of the total mileage of this country are now being handled by means of telephone, members of the Telegraph and Telephone Section of the American Railway Association were told at their eleventh annual convention held in Washington, D. C., early in October. The total number of miles over which trains are thus operated was given as 143,324 as compared with 113,659 miles for which the telegraph is still being used. This change in practice has come since 1908, prior to which time train orders were handled almost exclusively by means of telegraph.

In this same connection Admiral W. H. G. Bullard, chairman of the Federal Railroad Commission, told the members that "the use of radio in the operation of trains is a perfectly feasible proposition and should be developed."

Largest Storage Battery Locomotive

The largest storage battery locomotive in the world, according to *Railway and Locomotive Engineering,* weighs 110 tons and is capable of hauling a 1,500-ton train. It has just been purchased by the State Line Generating Company for service in its yard at Hammond, Ind. This locomotive was built by the General Electric and Storage Battery Companies and has all the advantages of an electric locomotive, but does not require an overhead trolley or third rail for its power. It is noiseless and smokeless and can accelerate quicker and move a heavy load much faster than other types of switching locomotives. Its huge storage battery, the largest ever manufactured for this purpose, will deliver 1,000 horsepower to the driving motors. A motor-generator set installed in the cab will permit the charging of the battery from a 2,300-volt circuit in the company's plant.

* * *

Making Tremendous Strides

"The railroads," R. H. Aishton, president of the American Railway Association, told the members of the Signal Section of that association, at Montreal, recently, "have made notable progress in the last few years. I doubt whether any industry in the world has made such tremendous strides in the matter of improved efficiency and greater economy in operation. This is reflected in many ways and has been brought about through various causes, the principal one of which being the expenditure of about five billions of dollars for additions to equipment and improvements to their other transportation facilities, thereby producing greater efficiency and reducing costs."

* * *

Ten thousand people, it is estimated, attended the annual picnic of the L. & N. Veterans' Club at Louisville, Ky., on June 11. A memorial service for members who died during the year featured the program.

* * *

A balloon observer recently reported hearing a locomotive whistle at an altitude of a mile and a half.

Miniature Locomotive on "Road"

The miniature locomotive that for many years was displayed in a glass case in the waiting room of the Union station at Wilkes-Barre is now doing "road service" in connection with the presentation of "The Black Diamond Express," a Warner Brothers' film. The locomotive was built by Michael Gorman, a passenger locomotive fireman on the Lehigh Valley, who devoted himself to the task at odd times during a period of twelve years. Mr. Gorman died a year ago.

The "Donald," as the miniature was christened in honor of Mr. Gorman's deceased son, was a replica in every detail of a Lehigh Valley locomotive No. 218. Its weight is 100 pounds; gage, five inches; steam pressure, twenty pounds. It may be operated by electricity or alcohol fuel and develops 1/20 h. p., and a speed of twenty-five miles per hour. It is equipped with an electric headlight, marker and tail lights, airbrakes and other modern equipment. A five-cent piece deposited in a slot sets the wheels in motion.

* * *

Air Freight Business Grows

Increased freight business is considered by the promoters of a German air-way line as indicative of its success. During the first half of the present year more than five times the amount of freight was handled than during the corresponding period in 1926. The 39,643 passengers carried during the same period indicated that that traffic had doubled during the year. Especially was this true on routes from Berlin to Paris, Berlin to London, and Paris to Dortmund to Amsterdam.

Auxiliary planes were needed to handle the increased freight traffic. Foremost among the items transported were cut flowers, choice fruits, motion picture films, the latest fashions, textiles, sporting, art and leather goods, automobile motors, jewelry, laces for which lower insurance rates were charged if shipped through the air, and large consignments of bank securities and legal and business documents.

* * *

English manufacturers are to build forty new locomotives for the Egyptian State Railways.

NOVEMBER

SOFT, sweet, and sad in its pathetic glory,
The pale November sunshine floods the earth,
Like a bright ending to a mournful story,
Or, in a minor turn, a chord of mirth.

Before the wet west wind forever drifting,
The falling leaves fly o'er the garden walks;
The wet west wind the bare, gaunt branches lifting,
And bowing to black mold the withered stalks.

The blackbird whistles to the lingering thrushes,
The wren chirps welcome to the hardy tit,
While the brave robin, 'neath the holly bushes,
Sees what of berried store still gleams for it.

And the heart, sad for vanished hopes, in turning
Back to lost summers from the winter's chill,
Sees the rich promise through the weary yearning,
That heaven and spring will each our trust fulfill.

—*Susan Kelley Phillips.*